

Chapter 7: OFF-ROAD COMPRESSION-IGNITION EQUIPMENT

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D. Project Criteria

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1. General Off-Road CI Equipment Project Criteria

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- (G) Notwithstanding section D.2.(C), interim Tier 4 (interim Tier 4, Tier 4 Phase-Out, Tier 4 Phase-in/Alternate NOx) and Tier 4 Final engines participating in the averaging, banking and trading program that are certified to family emission limits (FEL) higher than the applicable emission standards are eligible to participate in the Carl Moyer Program. The appropriate emission factor for calculating emission reductions and cost-effectiveness shall be equivalent to the emission factors associated with the Tier 3 for engines 50 to 750 horsepower and Tier 2 for engines less than 50 horsepower or greater than 750 horsepower.
- (H) Interim Tier 4 and Tier 4 engines participating in the averaging, banking and trading program that are certified to family emission limits (FEL) below the applicable emission standards are eligible to participate in the Carl Moyer Program. The appropriate emission factor for calculating emission reductions and cost-effectiveness shall be the emission factor associated with the applicable interim Tier 4 (interim Tier 4, Tier 4 Phase-Out, Tier 4 Phase-in/Alternate NOx) or Tier 4 Final emission standard.
- ~~(G)~~ (I) The only forklifts eligible for funding under this chapter are Class 7 diesel forklifts. The air district must obtain and verify documentation of the classification of the forklift prior to funding.
- ~~(H)~~ (J) The criteria of this chapter are applicable to portable off-road engines that are not covered by the definition of agricultural source under Health and Safety Code section 39011.5. However, portable equipment owned by agricultural service companies, rental companies, public agencies, and non-agricultural service companies meet the definition of farm equipment per this chapter and are subject to the eligibility criteria outlined in Chapter 10.
- ~~(I)~~ (K) Project emission reductions must be based upon readings from an installed and fully operational hour meter. If equipment does not have a functioning hour meter at the time of the project, the hour meter must be

ATTACHMENT 5

installed, repaired, and/or replaced. If during the project life the hour meter fails for any reason, the hour meter must be repaired or replaced as soon as possible at the owner's cost. Alternatively, if fuel usage has been approved by ARB for determining emission reductions, then future annual fuel usage must be based on fuel logs, purchase receipts, or ledger entries specific to the funded equipment.

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